

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	USSR (Latvian SSR)	REPORT	
SUBJECT	Naval Activity in Lepaya Area	DATE DISTR.	29 May 1953 25X1
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. The cruiser KIROV has been stationed at Lepaya since 1947 or 1948. Since her overhaul at the local naval yards in 1948, the KIROV has been observed fairly often at the Tosmare Shipyard. The cruiser was last observed at the Naval Harbor in May 1952. A second cruiser, resembling the KIROV but possibly somewhat smaller, was in Lepaya on several occasions. Both cruisers always left port at night, and other sea traffic was stopped when they put to sea. 25X1
2. There were relatively few destroyers stationed at Lepaya. In late April 1952 fourteen destroyers and large torpedo boats anchored just south of the harbor. There were approximately fifteen BO-type naval vessels anchored at Lepaya. Also based at Lepaya was a larger class of minesweepers, as well as a smaller class 25X1
3. An average of about twenty submarines were based in the Lepaya area. Though they usually were anchored at Tosmare, the submarines sometimes docked in the Outer Harbor. During parades or days of special political importance, several submarines, never more than four, would enter the canal leading to Lake Lepaya. 25X1
4. A former German radio-controlled vessel, between 80 and 100 meters in length, was usually anchored at the north pier of the Outer Harbor. The vessel was observed recently in the Tosmare Canal, and was also used in maneuvers at sea. Local inhabitants called the vessel the "ghost ship". 25X1
5. There were two drydocks and one floating drydock at Tosmare Naval Harbor. All three drydocks were in use. 25X1

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6. No new naval vessels were constructed at Lepaya, but various vessels were repaired in local shipyards. Submarines almost always were under repair in the area, either at Tosmare, or at a floating drydock which was in the southwest part of the Free Harbor. Larger fishing vessels belonging to Gosmorlov, the state fishing company in Lepaya, were repaired at Tosmare. In 1949, a former German staff vessel was completely reconditioned there. This vessel, which was somewhat smaller than a cruiser, was luxuriously equipped, and painted white. Repairs on smaller ships were recently begun on the south side of the canal, which leads to Lake Lepaya, in the area immediately south of the Fishing Harbor. There were no real shipyards in the area.
7. The middle sector of the channel leading to Lepaya Harbor was dredged to a depth of 9.5 meters during the summer of 1951. During 1948 and 1949, the dredge VOLKHOV was used to clean the channel leading to the Fishing Harbor; in 1950, the same dredge was used to clean the middle sector of the channel leading to the Commercial Harbor.
8. Three MFP (sic) landing craft were based at Lepaya during 1950. All three were in poor condition, and probably could not have put to sea without extensive repairs. Late in 1950, or early in 1951, the vessels were moved to an unknown place. Since 1949, a landing craft about as large as an MFP had been pulled up onto the southern pier of the Winter Harbor, but recently it was towed away. This vessel had four sections of the deck which could be dropped down to form landing platforms; it had five or six meters freeboard, a flush deck, a small cabin and steering equipment located aft.
9. In 1951, [redacted] the area around Lake Pape ( N 56-10, E 21-02); nothing indicating the construction of naval installations was observed in the area. The terrain appeared to be rather unsuitable for the construction of submarine bases or similar installations.

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